



STATE OF CONNECTICUT

DEPARTMENT OF MOTOR VEHICLES

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Testimony of Department of Motor Vehicles Commissioner Andres Ayala, Jr. Transportation Committee Public Hearing February 23, 2015

H.B. No. 6822 (RAISED) AN ACT CONCERNING DEPARTMENT OF MOTOR VEHICLE'S RECOMMENDATIONS REGARDING TECHNICAL AND MINOR CHANGES TO THE DEPARTMENT OF MOTOR VEHICLE STATUTES AND THE ISSUANCE OF TEMPORARY LICENSES, AND A STUDY OF THE LIMITED LICENSE PROGRAM.

Good morning Senator Maynard, Representative Guerrero, Senator Boucher, Representative O'Dea and other members of the Transportation Committee.

The Department of Motor Vehicles (Department) is submitting this testimony in support of Proposed H.B. 6822, AN ACT CONCERNING DEPARTMENT OF MOTOR VEHICLE'S RECOMMENDATIONS REGARDING TECHNICAL AND MINOR CHANGES TO THE DEPARTMENT OF MOTOR VEHICLE STATUTES AND THE ISSUANCE OF TEMPORARY LICENSES, AND A STUDY OF THE LIMITED LICENSE PROGRAM. This bill contains technical and other changes necessary for the Department to conduct its business in a secure and effective manner, as well as to bring the state into compliance with certain federal regulations. The following summarizes some of the highlights of this proposal.

Sections 1 and 12: These sections would permit a licensed driver whose license had been medically withdrawn to undertake driver training with the goal of having such driver's license restored. Driver training would occur only under certain very limited circumstances while the person is accompanied by a licensed driving instructor or personnel from the Bureau of Rehabilitation Services Driver Training Program for Persons with Disabilities. This enables drivers who are deemed otherwise medically qualified to practice for a mandated road test. It also gives a person with a disability an opportunity to practice in a vehicle containing adaptive equipment.

Section 3: Among other technical changes, this section excludes an autocycle operator from having to obtain an "M" endorsement. This particular provision in section 3 would be applicable only in conjunction with and upon passage of S.B. 936, which establishes "autocycles."

Section 4: Under Connecticut's REAL ID Act plan, the Department has committed to changing to a central issuance model of licensing. In conjunction with this, the Department is creating the opportunity for customers to obtain a temporary license. This license would be needed in the event that an operator waits to renew until a date that is close to his or her

expiration date. It would be effective for a maximum of 30 days, during which time the operator will receive his or her permanent license.

Sections 6, 7 and 9: These sections pertain to commercial driver license (CDL) holders, which is an area governed by federal law. In that regard, states are required to adopt laws that comply with these federal regulations. The changes in these sections enable Connecticut to conform to federal regulations requiring that a CDL holder certify the type of driving in which he or she engages. The federal regulations also mandate that a CDL holder submit a medical examiner's certificate completed by a medical examiner who is certified in accordance with federal regulations. A CDL must be downgraded for failing to provide the certifications required.

Section 10, 11: The Department's Medical Advisory Board (MAB) is a group of medical professionals who voluntarily assist the Department in evaluating and making licensing decisions regarding persons with medical issues that may impair their ability to operate a motor vehicle safely. These sections further diversify MAB by adding an occupational medicine specialty, give discretion to hold only one meeting per year instead of two and expand MAB to include "medical professionals," which is a newly defined term. This would broaden the field of medical professionals who may assist with these functions to include advanced practice registered nurses and physician assistants.

Section 13: This amendment would abolish the requirement that a tractor that is hauling a heavy duty trailer obtain a heavy duty trailer registration in addition to a regular trailer registration. This current situation requires the carrier to obtain and display two plates and pay two separate fees. This will streamline the process for carriers.

Sections 18 and 19: These sections constitute a complete redrafting of the flashing light provisions. Except for certain obsolete language, there have been no substantive changes to these statutes. The language simply has been redrafted in an attempt to clarify the use of flashing lights and the process for obtaining flashing light permits.

Section 21: This section removes a requirement that a transferee wait fifteen (15) days before acquiring a replacement title for a transferred motor vehicle.

In addition to the above-noted highlights, sections 2, 3, 5, 8, 14, 15, 16, 17, 20, 22 and 24 repeal obsolete language, clarify already existing language or renumber or reorganize existing sections. It should be noted that there are no new fees or penalties in this proposal, other than the CDL downgrade that is mandated by federal law for failing to comply with certification requirements.

Thank you for the opportunity to testify with regard to this proposal. I would be happy to answer any questions that arise.